

Re: FAA-2003-14246 "U.S. DOT/FAA - Direct Final Rule; Request for Comments "

Greetings,

The idea of privatization of the New Orleans Lakefront Airport is a great idea at first glance. It is like observing an elephant with a microscope. When one steps back and reviews the entire caucus, one's observations take new form.

This airport traditionally has been a cornerstone to commerce and transportation serving the community with operations dating back to circa 1930.

Reviewing the empirical data and the related history of the airport yields that it has been operated for the most part by and for the Orleans Levee Board. During this time span the Levee Board has failed to create an environment nurturing the general aviation and transportation industry to prosper at Lakefront Airport. In fact, the opposite has occurred. Airport revenues and assets have been drained and growth circumvented at every turn. The airport has finally become a dry well for the board.

Lucrative legislated "Real Estate" ventures have been an axiom in regard to the Orleans Levee Board. Allowing the board to place their selected "Private Operator" at the controls of the field will result in a "controlled" crash landing for the airport. When the debris is cleared, the Levee Board will be positioned to move in and absorb this choice piece of real estate into their present lucrative commercial / residential portfolio of lakefront subdivisions / waterfront ventures.

Briefly stated, it is a two step diabolical, political, and tyrannical maneuver to end Lakefront Airport as a community transportation asset.

1. The path is cleared for the "patsy" private airport operator to commence, then to subside into financial ruin along with the presently struggling honest FBO companies.
2. The real estate asset then is "realized", then "legislated", and the Levee Board renders its solution intended from the start. This property could be analogous to "Boardwalk" on the Levee Board Monopoly game board.

General Aviation and Metro New Orleans businesses will take a vital blow, but this is no concern to the Levee Board. Their objective is purely real estate to be procured by the above fabricated sequence of events.

I am not a licensed pilot, but was raised by one who had the misfortune of working his adult life as a corporate pilot based for the most part at and in conjunction with the Lakefront Airport. The Levee Board has always been an obstacle to business and airport / aviation related community progress. The board seems to have robbed the airport and community resources to "float" other non aviation ventures landing it into the present condition. The Levee Board is quite stealth.

I would hope that the reviewing powers to be and agencies ensure that the next airport operator, private or otherwise, be qualified and determined to operate an airport with this being their well focused goal.

Yours truly,
John J. Horil Jr.